

2002
Virginia Department of Transportation
Daily Traffic Volume Estimates
Including Vehicle Classification Estimates
where available

Special Locality Report
109
City of Emporia

Prepared By
Virginia Department of Transportation
Mobility Management Division

In Cooperation With
U.S. Department of Transportation
Federal Highway Administration

Virginia Department of Transportation
Mobility Management Division
Traffic Monitoring Section

The Virginia Department of Transportation (VDOT) conducts a program where traffic count data are gathered from sensors in or along streets and highways and other sources. From these data, estimates of the average number of vehicles that traveled each segment of road are calculated. VDOT periodically publishes booklets listing these estimates.

One of these booklets, titled "Average Daily Traffic Volumes with Vehicle Classification Data, on Interstate, Arterial and Primary Routes" includes a list of each Interstate and Primary highway segment with the estimated Annual Average Daily Traffic (AADT) for that segment. AADT is the total annual traffic estimate divided by the number of days in the year. This booklet also includes information such as estimates of the percentage of the AADT made up by 6 different vehicle types, ranging from cars to double trailer trucks; estimated Annual Average Weekday Traffic (AAWDT), which is the number of vehicles estimated to have traveled the segment of highway during a 24 hour weekday averaged over the year; as well as Peak Hour and Peak Direction factors used by planners to formulate design criteria.

In addition to the Primary and Interstate publication, one hundred books are published periodically, one for each of 100 areas across the state defined by VDOT for record-keeping purposes. These books include traffic volume estimates for roads within the county, cities, and towns within the area. These books are titled "Daily Traffic Volumes Including Vehicle Classification Estimates, where available; Jurisdiction Report numbers 00 through 99".

Also available are a number of reports summarizing the average Vehicle Miles Traveled (VMT) in selected jurisdictions and other categories of highways. There are many different ways to present traffic volume summary information. Because the user determines the value of each presentation, the reports have been redesigned based on user requests and feedback. The people at VDOT Mobility Management's Traffic Monitoring Section who produce these books welcome requests for other helpful ways of presenting the summary information.

A compact disc (CD) is available that includes files in the Adobe® Portable Document Format (PDF) that can be displayed, searched, and printed using common desktop computer equipment. The CD includes the publications described above as well as a number of other reports, including specialized VMT summaries and smaller AADT reports for each city and town separately.

Publication Notes

Parallel Roads

For road inventory and management purposes, some roadways are counted separately by direction and have separately published traffic estimates for each direction of travel. Examples of such roadways are the interstate system and routes with separated facilities and (usually) one-way traffic facilities in urban areas. In these publications, they are referred to as parallel roads. As a convenience for the users of the publication, the listing for segments of roads with parallel segments are published with both the traffic estimates for their own direction of travel (e.g. I-95 Northbound) as well as the estimate of the total of all traffic on the same route including parallel roadways (all directions of I-95). The publication will have a “Combined Traffic Estimates for Parallel Roadways on this Route” or “Combined Traffic” identifiers for the combined direction of travel estimates.

Roadways such as I-395 with a North segment, a South segment and a separate Reversible lane segment will have the estimate for more than two parallel roadways included in the entire combined traffic estimate.

Some routes have very complicated paths through cities and towns. These parallel paths may be too complex to allow a relationship between nearby sections of the opposite direction on the same route. In this case, to indicate that the traffic estimates for such a road segment may not include all directions of traffic on that route, the line that would list the combined values will indicate “NA” for not available.

VDOT’s traffic monitoring program includes more than 100,000 segments of roads and highways ranging from several mile sections of Interstate highways to very short sections of city streets. Due to problems experienced obtaining some traffic count data, and the level of quality necessary to maintain confidence in the data, no estimate is currently available for some segments of roadway. These segments are included in the publications indicating “NA” for not available. It is the intention of the VDOT’s Mobility Management Traffic Monitoring group to obtain the data necessary and to report traffic volume estimates on all road segments included in these publications.

Many of the road segments in this program are local secondary roads. The amount and detail of data collected on these roads are not as great as the data collected on higher volume roads. The vehicle classification, average weekday traffic volumes, and the theoretical design hour traffic volumes are not calculated for these roads. The publications indicate “NA” for the information that is not available.

This publication is based on a traffic monitoring program initiated in 1997. Because the data collection techniques and statistical evaluation processes are different than those used in previous years, comparison with previous publications may be misleading.

Glossary of Terms:

Route: The Route Number assigned to this segment of roadway with the master inventory route number if this is an overlapping route, with official street or highway name if available.

Length: Length of the traffic segment in miles.

AADT: Annual Average Daily Traffic. The estimate of typical daily traffic on a road segment for all days of the week, Sunday through Saturday, over the period of one year.

QA: Quality of AADT:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- F Factored Short Term Traffic Count Data
- G Factored Short Term Traffic Count Data with Growth Element
- H Historical Estimate
- M Manual Uncounted Estimate
- N AADT of Similar Neighboring Traffic Link
- O Provided By External Source
- R Raw Traffic Count, Unfactored

4Tire: Percentage of the traffic volume made up of motorcycles, passenger cars, vans and pickup trucks.

Bus: Percentage of the traffic volume made up of busses.

2Axle Truck: Percentage of the traffic volume made up of 2 axle single unit trucks (not including pickups and vans).

3+Axle Truck: Percentage of the traffic volume made up of single unit trucks with three or more axles.

1Trail Truck: Percentage of the traffic volume made up of units with a single trailer.

2Trail Truck: Percentage of the traffic volume made up of units with more than one trailer.

QC: Quality of Classification Data:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- C Short Term Classified Traffic Count Data
- F Factored Short Term Traffic Count Data
- H Historical Estimate
- M Mass Collective Average
- N Classification Estimates of Similar Neighboring Traffic Link

Peak Hour: The estimate of the traffic volume for the 30th highest traffic volume occurring in a one-year period divided by the AADT for the same one-year period.

QK: Quality of the Peak Hour estimate:

- A Factor based on 30th Highest Hour Observed During 12 Months of Continuous Traffic Data
- B Factor based on 30th Highest Hour Observed During Less than 12 Months of Continuous Traffic Data
- F Factor based on Highest Hour Collected at in a 48 Hour Weekday Period
- M Factor based on Manual Estimate of 30th Highest Hour
- N Peak Hour Factor of Similar Neighboring Traffic Link
- O Provided by External Source

Dir Factor: The estimate of the portion of the traffic volume traveling in the peak direction during the Peak Hour..

AAWDT: Average Annual Weekday Traffic. The estimate of typical traffic over the period of one year for the days between Monday through Thursday inclusive.





QW: Quality of AAWDT:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- F Factored Short Term Traffic Count Data
- G Factored Short Term Traffic Count Data with Growth Element
- M Manual Uncounted Estimate
- N AAWDT of Similar Neighboring Traffic Link
- O Provided by External Source





Year: Year for which the published values are appropriate. If the Quality of AADT (QA) is "R", the year is the year that the raw traffic count was collected, and if available,

Route Shield Legend






















Route Systems

North 	Interstate Route	Traffic volume data for Interstate Routes and some other routes are reported separately by direction, as well as combined.
	US Route	
	Virginia State Route	
	Secondary Route	






















Special Routes

Bus 	Bus - Business Route
	Bypas - Bypass Route
	Truck - Truck Route
ALT 	ALT - Alternate Route
	Wve - Wye Route connector
	P - Parallel Route; Southbound or Westbound direction lanes of a numbered route where they are on a different road facility than the other direction.
	The VDOT Maintenance Jurisdiction number is displayed below the Secondary Route Number if the Maintenance Jurisdiction is different than the jurisdiction in the title of the report.

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City of Emporia

Route		Length	AADT	QA	4Tire	Bus	Truck				QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
							2Axle	3+Axle	1Trail	2Trail							
City of Emporia																	
	West Atlantic St	0.41	14000	F	From:	WCL Emporia				F	0.080	F	0.519	14000	F	2002	
					To:												
	West Atlantic St	0.21	21000	F	From:	Purdy Rd				F	0.072	F	0.551	21000	F	2002	
					To:												
		0.84	16000	F	From:	I-95				C	0.074	F	0.546	15000	F	2002	
					To:												
		0.64	13000	F	From:	US 301 Main St				C	0.076	F	0.519	13000	F	2002	
					To:												
		0.49	16000	F	From:	Reese St				F	0.074	F	0.516	15000	F	2002	
					To:												
		0.65	15000	F	From:	Davis St				F	0.076	F	0.514	15000	F	2002	
					To:												
		0.40	16000	F	From:	East Atlantic St				F	0.076	F	0.512	16000	F	2002	
					To:	ECL Emporia											
		0.21	13000	F	From:	US 58 West Intersection				C	0.079	F	0.558	14000	F	2002	
					To:	West Atlantic St											
	West Atlantic Street	0.44	12000	F	From:	US 58 Connector				C	0.084	F	0.503	13000	F	2002	
					To:	North Main Street											
	East Atlantic Street	0.25	5200	F	From:	Reese St				F	0.094	F	0.518	5500	F	2002	
					To:												
	East Atlantic Street	1.20	2100	F	From:	Reese St				C	0.095	F	0.563	2200	F	2002	
					To:	US 58 East Intersection											
	Combined Traffic:	1.05	20000	F	From:	SCL Emporia				F	0.064	F		17000	F	2002	
			38000	F	77%	1%	2%	1%	19%								0%
	Combined Traffic:	0.62	19000	F	From:	US 58				F	0.067	F		16000	F	2002	
			31000	F	78%	1%	2%	1%	18%								0%
	Combined Traffic:	1.24	19000	F	From:	SCL Emporia				F	0.075	F		16000	F	2002	
			38000	F	77%	1%	2%	1%	19%								0%
	Combined Traffic:	0.35	12000	F	From:	US 58				F	0.073	F		12000	F	2002	
			31000	F	78%	1%	2%	1%	18%								0%
	South Main St	0.45	6200	F	From:	SCL Emporia				C	0.080	F	0.555	6500	F	2002	
					To:	Low Ground Rd											
	South Main St	0.24	9300	F	From:	Low Ground Rd				F	0.084	F	0.565	9900	F	2002	
					To:	Jefferson St											
	South Main St	0.36	11000	F	From:	Jefferson St				F	0.078	F	0.605	11000	F	2002	
					To:	Brunswick Ave											
	South Main St	0.49	16000	F	From:	Brunswick Ave				F	0.082	F	0.505	17000	F	2002	
					To:	Valley St											
	South Main St	0.20	14000	F	From:	Valley St				F	0.083	F	0.514	15000	F	2002	
					To:	Atlantic Ave											
	North Main St	0.74	8900	F	From:	Atlantic Ave				F	0.090	F	0.533	9400	F	2002	
					To:	US 58											

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							2Axle	3+Axle	1Trail	2Trail							
City of Emporia																	
	North Main St	0.34	8400	F	From:	US 58					F	0.099	F	0.596	8900	F	2002
					To:	Halifax St											
	North Main St	0.16	9300	F	From:	Halifax St					F	0.093	F	0.612	9900	F	2002
					To:	NCL Emporia											
	Brink Rd	0.16	NA		From:	JB-40-109 SCL Emporia						NA		NA			
					To:	US 301											
	Purdy Rd	0.49	2300	F	From:	West Atlantic St					C	0.107	F	0.567	2500	F	2002
					To:	NCL Emporia											
	Purdy Rd	0.14	NA		From:	Satterfield Dr						NA		NA			
					To:	JB-40-109											
	West End Dr	0.42	NA		From:	US 58						NA		NA			
					To:	109-2 Purdy Rd											
	Greenville Ave	0.17	420	F	From:	South Main St					C	0.107	F	0.588	440	F	2002
					To:	Tillar St											
	Low Ground Rd	0.43	2900	F	From:	SCL Emporia					C	0.093	F	0.561	3100	F	2002
					To:	South Main St											
	Laurel St	0.43	760	F	From:	South Main St					C	0.099	F	0.6	810	F	2002
					To:	Temple Ave											
	Brunswick Ave	0.20	4100	F	From:	WCL Emporia					F	0.092	F	0.534	4400	F	2002
					To:	Brunswick Ave Ext.											
	Brunswick Ave	0.66	4500	F	From:	Brunswick Ave Ext.					C	0.097	F	0.545	4700	F	2002
					To:	South Main St											
	Hicksford Ave	0.46	2200	F	From:	South Main St					C	0.107	F	0.553	2300	F	2002
					To:	Lee St											
	Lee St	0.37	1800	F	From:	Hicksford Ave					C	0.105	F	0.584	2000	F	2002
					To:	Southampton St											
	Valley St	0.14	1000	F	From:	North Main St					F	0.101	F	0.589	1100	F	2002
					To:	Halifax St											
	Southampton St	0.29	1100	F	From:	Halifax St					C	0.103	F	0.512	1100	F	2002
					To:	Lee St											
	Southampton St	0.18	2100	F	From:	Lee St					F	0.12	F	0.540	2200	F	2002
					To:	East Atlantic St											
	Davis St	1.32	2000	F	From:	East Atlantic St					C	0.109	F	0.648	2100	F	2002
					To:	ECL Emporia											
	Halifax St	0.15	3000	F	From:	Southampton St					F	0.092	F	0.621	3100	F	2002
					To:	East Atlantic St											
	Halifax St	0.34	2500	F	From:	East Atlantic St					C	0.104	F	0.505	2600	F	2002
					To:	Ruffin St											
	Halifax St	0.30	1800	F	From:	Ruffin St					F	0.1	F	0.547	1900	F	2002
					To:	US 58											
	Halifax St	0.53	1400	F	From:	US 58					C	0.098	F	0.529	1500	F	2002
					To:	North Main St											

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						2Axle	3+Axle	1Trail	2Trail							
City of Emporia																
(3808) Reese St	0.95	1900	F	From:	Southampton St					C	0.099	F		2000	F	2002
				To:	US 58 Bypass											
(3808) Reese St	0.84	910	F	From:	Sunnyside Rd					C	0.120	F		970	F	2002
				To:												
(3809) Belfield Dr	0.17	3000	F	From:	West Atlantic St					C	0.103	F	0.638	3200	F	2002
				To:	Weaver Ave											
(3810) Weaver Ave	0.21	3200	F	From:	Belfield Dr					C	0.091	F	0.508	3400	F	2002
				To:	North Main St											
(3815) W Atlantic Ave	0.24	1300	F	From:	Dead End near Florida Ave					F	0.088	F	0.844	1300	F	2002
				To:	Bus US 58											
Baker St		640	F	From:	North Main St						0.133	F		670	F	2002
				To:	Halifax St											
Briggs St		1400	F	From:	Clay St						0.113	F		1500	F	2002
				To:	Tillar St											
Clay St		2700	F	From:	Low Ground Rd						0.097	F		2900	F	2002
				To:	South Main St											
Jefferson St		1500	F	From:	South Main St						0.099	F		1600	F	2002
				To:	West Ave											
Ruffin St		1200	F	From:	Halifax St						0.098	F		1200	F	2002
				To:	North Main St											
Temple Ave		640	F	From:	Laurel St						0.107	F		670	F	2002
				To:	Jefferson St											
Tillar St		1800	F	From:	Briggs St						0.106	F		1900	F	2002
				To:	Hicksford Ave											
West Ave		360	F	From:	Jefferson St						0.108	F		380	F	2002
				To:	Brunswick Ave											
West End Blvd		820	F	From:	North Main St						0.097	F		860	F	2002
				To:	Gay St											